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The Indiana Teamster

"Serving the Indiana Teamster Movement"

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FIRST CUTBACK UNEMPLOYMENT HITS INDIANA

Here are some of the 5,600 employes of Allison's who were temporarily laid off while the big plant reconverts from war manufacturing to peacetime production. Frozen by the WMC to jobs which do not exist, these women were among the hundreds of war workers "at liberty" who presented claims for unemployment compensation at the Employment Security Division office in Indianapolis.

2,000 Family Heads "Rest" While War Factories Retool For New Postwar Production

The period of reconverting Indiana's war manufacturing plants back to peacetime production is on today in several cities, from Lake county to Evansville, and the number of unemployed men and women in these cities totals approximately 20,000.

Allison has laid off in Indianapolis; Studebaker in South Bend, etc., and the jobless workers are rushing to the Employment Security bureaus to claim their unemployment benefits of $20 per week for a maximum of 20 weeks, starting July 1.

Whether these 20,000 former war workers are jobless merely for the time being, while their factories retool, or whether they are the vanguard of mass unemployment in this state, is a question which the best informed officials will not attempt to answer.

We are told by the War Manpower Commission that 2,000,000 persons in the United States will be jobless within 90 days. Of these, 750,000 will be government bureau employes, many of them now employed in this state.

The prediction of wholesale firings was made in Kokomo, June 19, in an address to the Rotary Club by William H. Spencer, Chicago, Sixth Region director of the WMC. Spencer estimated that 700,000 of the 2,000,000 workers would be rehired by reconversion industries within the next few months.

Lay-Offs in Indianapolis

Newspaper reports indicate that reconversion lay-offs in Indianapolis to date have included the following:

Allison Division of General Motors	5,600
Bridgeport Brass	400
Lukas-Harold	550
Holcomb Hoke	400
U. S. Rubber	150

All of these workers are earmarked for re-employment by their respective concerns, by ruling of the WMC, which continues to list Indianapolis among cities having labor shortage. Therefore, the jobless men and women, without "statements of availability," cannot take positions in other factories of Indianapolis, which are crying for help.

Among companies reported to be in the labor market are: J. D. Adams, American Bearings, Basca Manufacturing Co., Diamond Chain, Electronic Laboratories, Fairmount Glass, International Harvester, National Malleable and Castings, Radio Corporation of America, Richardson Co., and the Schwitzer-Cummins Co.

Enlarging Benefit Bureau

According to Maurice Early in the **Indianapolis Star** June 20:

Plans are now being made by the Indiana employment security division for an enlargement of the staffs of the employment service and the job insurance sections July 1 to provide for a heavy load of unemployment starting next month.

Even the men who head these various divisions have no idea how much unemployment there will be, but they are convinced it will be noticeable all over the state during the summer. The trend of unemployment is upward. One year ago there were only 191 initial claims for job insurance filed. Last week there were 1,824. About half of these were from Indianapolis.

4,800,000 in Six Months

WPB Chairman Krug, predicting war demands will turn loose 4,800,000 workers and fighters in the next six months, estimated that fewer persons will be seeking jobs then than three months from now. The number of war workers will decline 2,900,000 during June, July and August, he calculated, and joblessness during that time will jump about 1,100,000 persons to around 1,900,000.

Six months from now, he said, the number of persons no longer required for war activities will have increased to 4,800,000. This will include 1,000,000 dismissed from the services. Persons absorbed by the civilian economy and the armed forces will amount to 4,100,000. At the same time, withdrawals from the labor force are expected to exceed entrants by 200,000 leaving 1,300,000 persons unemployed.

Sanctimonious Editors Praise Vicious Westbrook Pegler Bill

An anti-labor bill which the department store press thinks would provide "the world's greatest industrial country, with a new and better rule book for management and labor," has been introduced in the United States Senate.

The proposed legislation is said to be the result of long study "by a committee of distinguished private citizens and three senators." The senators are Carl Hatch of New Mexico, Joseph H. Ball of Minnesota and Harold H. Burton of Ohio.

Reporting that the nation's three big labor groups, AFL, United Mine Workers and CIO have pounced upon the proposed bill with bitter criticism, the Associated Press says that:

Seldom has the leadership of the Big Three labor organizations so quickly taken a stand together in opposition to legislation.

AFL President William Green said in a statement the American Federation of Labor will oppose the measure "with all its strength," and remarked that the American workers "who have served their country so faithfully and so well throughout the war will resist this attempt to infringe upon their fundamental freedoms as their reward for victory."

The bill was introduced in the Senate recently by three of the four senators who were original advocates in the Senate of U. S. participation in international peace machinery. They said its aim was to cut labor strife to a minimum in the reconversion period when war restraints on strikes and disputes may be shed.

Would Create New Board

The bill would create a Federal labor relations board of five and an unfair labor practices tribunal to take over the conciliation and mediation job for the Government. This is now shared by the National Labor Relations Board, the U. S. Conciliation Service in the Labor Department, and the War Labor Board.

John L. Lewis' United Mine Workers, in a statement said "no sane American, no matter how great the visionary promises, is willing to sacrifice his liberties and freedom for a pretended square deal under compulsory arbitration, the verdict of which is backed up by a court decree which in effect and operation means economic regimentation—nothing more, nothing less."

Philip Murray, president of the CIO, also issued a statement saying that "of all the measures ever introduced in Congress addressed to the problem of industrial relations this is unquestionably the most bald-faced attempt to destroy labor unions and nullify the basic constitutional rights of workers."

TEAMSTERS, SFL CANCEL CONVENTIONS

Dan Tobin, president of the International Brotherhood of Teamsters, has announced cancellation of the scheduled 1945 convention of the organization, due to the unprecedented transportation tie-up occasioned by the shift of troops and supplies to the Pacific.

"J. M. Johnson, the director of the Office of Defense Transportation, advises us that it would be utterly impossible at this time to grant us the right to hold the convention in September," Tobin's announcement said. The meeting was to have been held in Chicago.

The 61st annual convention of the Indiana State Federation of Labor also has been postponed, according to Carl H. Mullen, president.

FRIEL WINS CONCESSIONS FOR FURNITURE MOVERS 193

Union furniture movers of Indianapolis, members of Teamsters Local 193, have cause to celebrate an agreement just reached with the trucking companies.

The agreement gives them the following improvements in working conditions:

Eight-hour day, with provisions for overtime after eight hours for those working nine hours or longer.

Guaranteed work week of 44 hours for two-thirds of the employes of a company, based upon seniority.

Vacation of one week after one year's service; two weeks after five years.

No reduction in pay due to temporary job shift from one class of work to another.

This contract, signed and approved by the War Labor Board, was obtained by Frank Friel, head of Local 193 and the union's counsel, Lynville G. Miles, assisted by Bernard

(Continued on page 4)

TIRES CAUSE MOST OF THE BREAKDOWNS

The American Automobile Association, with which the Chicago Motor Club is affiliated, has released an analysis of the service calls taken by 12,000 service garages during the year 1944. Here are the figures:

Type Service	Number
Tire	9,152,000
Ignition	4,793,000
Battery	4,655,000
Tow	2,990,000
Carburetor	2,533,000
Out of Gas	1,207,000
Wrecker (Crane)	1,044,000
Gas Line	927,000
Starter	632,000
Stuck (Snow, Sand)	534,000
Lock and Key	473,000
All Others	1,763,000
Total	30,703,000

298 Teamster Now a Doctor

MICHIGAN CITY.—Joseph E. [Bo]dine, former member of Teamsters Local 298, will become a practicing doctor upon graduation from the College of Chiropody and [Pe]dic Surgery, Chicago, it was announced in June.

AFL PROTESTS MILITARY TRAINING

WASHINGTON, D. C.—Testifying before the House Committee on Postwar Military Policy, Lewis G. Hines, AFL legislative representative, revealed that the AFL Executive Council had taken a firm stand against compulsory military training. Hines said the Executive Council had stated its views in the following resolution:

"We are opposed to compulsory military training service and in no event should the matter be considered until after demobilization of the armed forces.

"In the meantime, this federation advocates a comprehensive program of improved education and health service for the youth of the nation."

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Strike Losses at New Low

Losses from strikes and lockouts in 1944 hit an all-time low, the Bureau of Labor Statistics in Washington has reported. Idleness due to these causes, the bureau said, was equivalent to less than one-tenth of one per cent of the available working time.

Putting it another way, the bureau said that if all the time lost because of strikes and lockouts last year were lumped together, it would be equivalent to shutting down all industry about two and a quarter hours, or about one-fourth of a working day.

Analysis of the strike figures made public by the BLS again proved that AFL unions are complying with the no-strike pledge better than any other organization.

Although the AFL represents more than half of the organized workers of the country, its unions were involved in only 34 per cent of the strikes and lockouts. These stoppages included only 22 per cent of the total number of workers affected by strikes and lockouts in the entire country.

Even more significant, the work stoppages involving AFL unions accounted for 28 per cent of the total time lost.

Disputes over wages were responsible for more strikes and lockouts than any other cause.

The BLS report showed that stoppages were most extensive in the automobile, iron, steel and mining industries.

Although the number of individual strikes and lockouts exceeded that of previous years, the time lost was less than in any year for which information is available.

Killed by Our Own Guns!

"Whenever you run across a Lewis gun in use by the Japanese, study it carefully. If the markings are British or American . . . the weapons were part of the Japanese armament program made possible because a handful of Americans or British didn't care how they made their money, so long as it came easy.

"The more you remember what the enemy threw at you, and how he got it in the first place, the more likely you will be as an ex-Marine to take measures against people who may want to help along World War III because they can make money out of it."—Marine Corps Gazette, published by the U. S. Marines.

Support the OPA!

The old fight of the profiteers to kill the Office of Price Administration is under way again. The profiteers are using the end of the war in Germany as an excuse to remove the rent and food controls.

If that happens, everybody of low income will suffer intensely because prices will instantly soar out of sight. It will be impossible for millions of poor people to buy the food they need.

Therefore, any relaxation of the OPA restrictions is a move of great danger to the average family.

The idea of the OPA is to provide food and clothes for everybody at a fair price. The idea of the profiteers is provide food and clothes at high prices for only those who can afford to pay. The rest of us can starve, for all the profiteers care.

So, watch your congressman and let him know that you want him to vote to extend the OPA. Otherwise, it will die on June 30.

—International Laundry Worker.

Attention, Business Agents!

The editor of this newspaper is trying to save money on circulation. You can help by sending him the names and addresses of your new members, and the names and addresses of those who are to be dropped from the mailing list. Where changes of address are indicated, you must give the former address.

You Ought to Know

That, as far back as recorded history reaches, a matter of some eight thousand years, men have lived in groups or societies.

That, societies exist chiefly to preserve the group, and to make life easier for its members.

That, today we live in a form of society known as the Capitalist society.

That, this form of society produces for profit, and has for its uses many values.

That, for instance, man has to produce goods to earn wages, so that he can live, is one of the uses of the Capitalist society.

That, in other words, man becomes a serf to a system, in order that he can eat.

That, this condition did not always exist, and today man is a slave to an age, which is known as the machine age.

That, the greatest weakness of all in the Capitalist system, is the recurrence of periods of economic stagnation, such as depressions!

That, as a result, factories close, and the workers are put on the streets to live as well as they can, on their own resources.

That, no branch of life escapes the effect of an economic depression.

That, during such a crisis normal unemployment is multiplied many times.

That, instead of a million or so men and women out of work, there are seven or eight million.

That, Capitalism seems unable to prevent these crises.

That, the only solution for the workers is the Labor movement, organization, and education.

That, if the workers are sheep only education will cure them.

That, we must remember this is a long and tedious process.

That, we must remember, that a house built slowly and carefully has more chance of standing.

That, we must acknowledge, many benefits to man have come through the medium of Capitalism.

That, after all, this thing we call civilization is a very young thing.

That, men were savages for millions of years, and have been experimenting with civilization for barely ten thousand years.

That, we must be prepared to defeat modern poverty in all stages.

That, we must become class conscious, and must definitely be labor conscious especially in the Labor movement, to rid the nation of modern poverty.

That, we must educate ourselves to think, and to act, so that the average worker shall not be a pauper in old age.

That, today under our present system, we are forced to admit, the great majority of workers must depend on relatives, or must accept charity, in their old age.

That, this reward is given them by society, after forty years or more of labor spent in building up the wealth of the community.

That labor produces all value!

That,—Man—who survived the Ice Age, who bridged the oceans with ships and planes, who has conquered disease—can win the struggle against poverty, too!

That, man must desire freedom from poverty and slavery!

That, man has overcome many natural difficulties. He has now to overcome some obstacles within himself.

That, he must be a good union member, understand the philosophy of labor—and act accordingly.

That, he must become a unit in loosening the chains which bind him in economic slavery!

—The Milk Distributor.

We Are Individualists

By RUTH TAYLOR

We are a nation of individualists. Those who would isolate us from the world urge us to stand upon that individualism, hoping thus to keep us from concerted action. Those on the other hand who believe in a collective society, whether it be under the rule of the state or of a dictator—not that I have ever been able to see any distinction—condemn our individualism as archaic.

We as individualists will listen to **neither** critic. We have regard for the person and belief in the sanctity of the individual. We respect and defend the state because it represents the composite convictions of its individual citizens. We believe in the responsibilities as well as the rights of the individual. We also believe in the responsibility of the state both toward its citizens and toward all states in the fellowship of nations.

It isn't always easy to be an individualist. There are many times when it would be much simpler to accept the mental rule of state or dictator, to be told what to think, to have our minds ruled for us. We who have the heritage of free men must, however, do our own thinking day in and day out, in war as well as in peace.

As Father Gannon said recently: "Group hate, therefore, whether it be racism, Marxism, militant atheism, anti-Christianism or anti-Semitism, strikes at a fundamental concept of our religion and our patriotism, the concept that all men are equal as persons. . . . It is the fact that they were created by the same God to enjoy Him for all eternity; a destiny that dwarfs all accidentals—social, economic, intellectual; a destiny that brings us all not only dignity, but freedom."

Let us, therefore, stand firm in our individual liberties, fighting and working together as one for the good of all. We know that if the rights of the least of these our brethren are threatened, the rights of all are in danger, for no great country has ever been defeated from without that was not first defeated from within. Let us who wish to be free men, to maintain our individualism, stand firm on what we believe, holding only that all men are created equal and avoiding all generalizations of our neighbor by his class, his creed or his color. Let us at all times preserve that unity of purpose which has made us a nation of individuals and which has given us freedom to live and to pass on a greater measure of freedom to each succeeding generation.

AF of L Has Radio Program

WASHINGTON, D. C.—Beginning July 7 and continuing each Saturday at 6:45 p.m., EWT, for the rest of the year, the American Federation of Labor will present over the Blue Network of the American Broadcasting Company "The American Federationist of the Air," a weekly news-magazine. The program will be listed in the radio columns of the newspapers as "Labor—U. S. A."

Each program will feature special reports by AFL staff experts on matters of outstanding interest to labor as well as covering news highlights.

EAST CHICAGO LOCAL 520 SIDELIGHTS

By STEVEN TOTH

The McKeown Transportation contract has been certified by the N. W. L. B. with the retroactive date as of June 1, 1944. So the back pay checks should be big enough to buy a War Bond or two.

The Drivers and Helpers engaged in Coal, Lumber and Ice have agreed to accept vacations with pay in their new contract, and all other conditions remaining as is. The Form No. 10 has been made up, and forwarded to the Labor Board. There are 119 men working for 19 companies involved.

Have started negotiations with the Oil companies on a new contract. All we can report at this time is progress.

The Excavating and Construction boys have started to work on their new contract. So have the Local Cartage and Freight gang.

Jos. Burba and Justak Trucking went fishing: Oh well, he bought twenty dozen minnows (240) fish, some new lines and plugs—spends six days baiting his hook. Net results—two fish—one sick, the other dead.

Met Mr. Kelly, the new manager at Crane Co., and his associates, a very nice group of men. It is going to be a pleasure doing business with them.

Father Campagna of the Immaculate Conception Church, was a visitor at our last meeting. He gave a very enlightening talk on the "Home of Opportunity," a project in which he is very much interested. He claims it will be a home to help repair the bad boy and help save him from the reform school. He also claims that 90% of the men in prisons are former boys of reform schools.

I believe that this is a worthy cause and merits all the help that we can give, because it is not going to the rich man's son, or the son of the politician that is going to need this help. It's the son of the poor working man, who has no money or drag that will benefit from Father Campagna's idea.

Truman Seeks Flood Control

President Truman has asked congress to appropriate $3,496,000 for flood protective works at Evansville and in the Jeffersonville-Clarksville area at once, according to the Indianapolis Star. The War Department reports that the work should be done immediately to assure protection for war plants. Harold D. Smith, director of the budget, also assured the President that the project should be pushed at this time.

The Indiana projects are among a total of $11,410,600 worth of jobs on rivers and harbors and flood control which President Truman favors for immediate attention.

The flood control works listed are:

Evansville, $2,400,000; Jeffersonville-Clarksville, $1,096,000; Paducah, Ky., $550,000; Portsmouth-New Boston, O., $1,500,000 and Cincinnati, O., $2,860,000. An additional $500,000 is listed for emergency bank protection.

The rivers and harbors projects are on the East coast, in Texas and California.

Congress authorized the work March 2, specifying it should not start until six months after war's end, but Mr. Truman's decision will give it the go signal immediately.

Both Evansville and Jeffersonville were flooded last spring in the Ohio valley's worst inundation since 1937. Their river walls are not completed. Civic leaders began a drive to obtain priority for the added improvements as soon as the flood was ended.

BECK HAS PROGRAM FOR TRUCKING INDUSTRY

WANTS STABILIZED CONDITIONS IN INTEREST OF POSTWAR PUBLIC

OLYMPIA, Wash.—Explaining the deep interest of the Teamsters Union in the trucking industry and urging courageous and intelligent regulation in the public interest, Dave Beck, vice-president of the International Brotherhood of Teamsters for the 11 Western States, addressed a meeting of the State Department of Transportation here, saying in part:

"We look forward, all of us, to the day when we may resume our peacetime rights and powers in a normal world. We know the day is coming when these wartime federal controls must be set aside in the interest of orderly, democratic progress in a world struggling for sanity and survival.

"Our interest is the public interest. Not often, in the stream of history, will you find Labor opposing the best interests of the people. Almost invariably the interests of Labor lie in the same channel with those of the common people of our country and flow on together toward a common harbor.

Stabilizing Trucking

"We want a stabilized trucking industry in the postwar world because that is in the public interest. Since this is true, it is in our interest as well.

"The Teamsters International organization has been working closely with the Office of Defense Transportation, the War Production Board rubber director, the War Manpower Commission, the Interstate Commerce Commission and with the transportation offices of the Army and Navy. It has been necessary for me and others of my associates, to make frequent trips to Washington to meet with officials of these departments and with high-ranking officers of the Army and Navy, to study their truck transportation problems and to give the last ounce of aid and cooperation of our great organization in finding the answers.

"Our International Union first called the attention of our government to the crying need for the conservation of the precious rubber, which goes into the tires of our trucks and without which we could not have defeated Germany—without which we cannot smash Japan. This was immediately after Pearl Harbor. We formed an International Union committee, which met regularly in Washington during the worst days of the rubber crisis and which played an important part in meeting that crisis. It is perhaps too early to tell you just how near we came to the brink of disaster in those days. Some time the story may be told.

Flat Tires on V-E Day

"The most pressing problem of the Teamsters Union, and consequently of the entire motor trucking industry, today, is the problem of heavy-duty tires. It is not generally known that when the German army collapsed, our great rubber-clad fleets of trucks, carrying the vital necessities of battle to the fighting fronts in Europe, were running on smashed, beaten and battered rubber, on tires sewed together with baling wire, on its uppers.

"Today the picture is somewhat brighter, but still it is not good. The Army must replace the tires on its huge fleet of overseas trucks. It must operate them billions of miles with heavy loads, to bring back to the overseas ports of embarkation the supplies we shall need, and which are useable, in the war against Japan. At the same time it must find the heavy-duty rubber for the expanding fleets of amphibious trucks for the Pacific conflict.

"After that, the civilian trucking industry comes first.

"Meanwhile, we, the Union Teamsters of America, working in the closest cooperation with the truck operators, must do our part in making the tires now on our equipment last another month, another week, another day. Every mile counts, for the bulk of the freight carried by our over-the-road vehicles is directly, or indirectly connected with winning this war. Purely civilian interests have taken a back seat—yes, a long way back.

"I don't mind telling you that the Teamsters International Union gave its pledge to our late and beloved President Roosevelt, that we would see him through the dark days. Well, we have kept that pledge. In so doing, we have been forced to submit, time and again, to practices that we would not otherwise have tolerated for an instant.

"Our people, our memberships, here and there, have suffered losses. They have made their sacrifices. We hold all that to be unimportant. We have kept the faith and we will continue to keep it. I hope, however, that I will be pardoned if I say that our memories are long and that, in the not too distant future, we shall decide what, if any, policy we shall adopt toward the selfish individuals and firms that took advantage of our pledge.

Inter-City Trucking

"One of the most rapidly growing industries in the United States is inter-city trucking. As late as 1920, the industry scarcely existed, for only between 1,000 and 2,000 trucks were engaged in it. In 1935, Mr. Joseph B. Eastman, then Coordinator of Transportation, estimated that the industry provided employment for approximately 1,000,000 persons, including platform men, terminal employes, and mechanics. This made it a larger source of employment than the railroads. The industry has continued to grow. Between 1934 and 1938, the number of trucks engaged in interstate commerce increased from about 40,000 to 70,000.

"The employers in the industry are, in the main, men who have risen from the ranks of employes. It is highly exceptional to find in control of any trucking concern men who do not have an intimate knowledge of the conditions and problems of labor gained from first-hand experience. Most of the enterprises have been financed by the savings of their owners, plus advances from equipment and supply companies. It would be possible to count on one hand the companies in business today which have stock held by the public, or in which the control of the enterprise has left the founder or his family other than by merger with other trucking concerns.

Small Investments

"Because of these facts we may expect to find an industry in which capital investment does not play a very heavy part and this assumption is borne out by the facts. The total labor cost of the industry is fifty to fifty-five per cent of the total cost. The cost of employing drivers, helpers and terminal employes is thirty to thirty-five per cent of the total cost. The nature of the operations involved renders this relationship fairly stable. Of late a few tendencies have appeared, perhaps in consequence of the rising cost of labor, which suggest that this will not continue to be the case indefinitely.

"The operators, then, have largely come up from the ranks, and the development of the industry is due to their reinvestment in it of personal savings. Therefore, at first glance, one might be tempted to conclude that the business has been so profitable over a period of years as to enable it operators to expand it continually. Unfortunately this has not been true. There were a few years in which the business was relatively prosperous, the years as to enable its operators to but these were followed by lean and unprofitable years—at least so all the operators testify."

Most Accidents Non-Traffic, Survey Shows

An analysis of employe accidents (industrial only — not traffic) was recently released by the Department of Operations, American Trucking Association. This study was compiled from reports by 12 motor carriers, reporting a total of 1,089 accidents during the period July 1, 1943, to June 30, 1944. Occupations were listed as: Drivers and helpers, dock, shop, and other.

Man-hours are not given, therefore percentages are indicated for the total, without measuring frequency. Drivers and helpers sustained 52.1 per cent of all injuries; dock 33.5 per cent, shop 11.0 per cent, and others 3.4 per cent. Briefly, the summary brings out the following:

Lifting Is Dangerous

Drivers and helpers were most often injured in moving or lifting material or objects, accounting for 37 per cent of their total of 562 injuries; falling objects 16 per cent and trip, slip or fall, 13 per cent.

Hands or fingers were most frequently injured, with 21 per cent of the 562; back injuries, 15 per cent; toes or foot, 14 per cent; followed by leg, 12 per cent and body 10 per cent.

The month of July had the greatest incidence with 12.4 per cent of the total, with other months ranging down to 5.2 per cent for February.

Indicated corrective measures mentioned:

More instruction in the handling of freight, how to lift, and more attention to safe practices in hooking-up, handling landing gear, tail gate chains.

It was also suggested that more mechanical aids be supplied; that employes not be called upon to load or unload freight that may be too heavy without assistance; and better handling of trucks at the dock to lessen accidents due to shifting of load, difficulty in bracing the load, and avoidance of freight falling out when doors are open.

Some of the "slip, trip or fall" accidents probably occurred from slipping on smooth metal steps while climbing in and out of the cab. Lost time injuries averaged 12.8 days.

Dock Employes Hurt

Dock employes were most often injured while moving or lifting materials or objects, accounting for 50 per cent of their total; falling objects, 21 per cent, and struck by hand truck or dolly, 12 per cent. About 23 per cent of the injuries were to hand or fingers, 22 per cent to toes or foot, 17 per cent to back and 10 per cent leg. Average for all lost-time injuries was 13.5 days.

Over 12 per cent of the injuries occurred during August, and ranging down to 5.8 per cent in January.

Preventive measures suggested for dock employes was the need for complete instruction in lifting and handling freight and in the use of mechanical aids. A high severity attributed to hand truck or dolly suggests the necessity for regular routing of hand truck traffic on docks, center lines, precautions at intersections, etc.

Shop men were, of course, most frequently injured while repairing vehicles—34 per cent of the total of 119 injuries; while foreign body in eye accounted for over 25 per cent, and a trip, slip or fall resulted in 14 per cent. Hand or finger injuries were most often reported—23 per cent of the cases; toes or foot, 22 per cent; back, 17 per cent, and leg, 10 per cent.

Most shop accidents were sustained during July—11.4 per cent, while January was low with 6.4 per cent. Average number of days for each lost-time accident was 10.1.

DAVIS OF 188 TEAMSTERS HELPS PICKET SWEATSHOP LAUNDRIES

Union laundry workers, headed by Harold Mitten and aided by Teamsters Union 188, are picketing the Commercial Towel and Uniform Co.'s plant at 11th Street and Park Avenue, Indianapolis.

The workers demand a union contract for their Local 119 of the International Laundry Workers.

According to Mitten this is the beginning of a campaign to organize the entire laundry industry in Indianapolis. That the struggle will be a fight to the finish is indicated by the nature of the laundry owners, who believe they can continue paying sweat-shop wages while charging inflated prices for their work.

The laundry owners of Indianapolis are a determined lot, but not as bad, observers pray, as the laundry owner in Charlotte, North Carolina; one R. P. Kephart, who dispersed a picketing party with a shotgun. Kephart was jailed for assertedly shooting two women and a man, and even the capitalistic press of North Carolina thought that was going a little too far.

C. E. Davis, head of Teamsters Local 188, says that his union's interest in the laundry campaign is in connection with organizing the laundry drivers.

WASTE PAPER NEED UP 15% THIS YEAR

Approximately 21,000 volunteer salvage committees in the United States are urged, in a pamphlet just published by the U. S. Department of Commerce, to increase their quotas for collection of waste paper through 1945 by 15 to 20 per cent.

The pamphlet, "Waste Paper—A Critical War Material," explains that the great amount of paper collected in 1944 was "one of the civilian victories of the war." During 1944 a million tons above the nation's normal collection were turned in by volunteers in the salvage drive. The amount collected in 1944 was an increase of 15 per cent over the preceding year, and a similar or even greater increase will be necessary in 1945, says the pamphlet.

HERE'S WHERE MUCH OF THE GOSOLINE GOES

All those people who wonder why they cannot have more gasoline may get the answer from some figures released by the Petroleum Administration for War.

Every day, 35 million gallons of all types of gasoline are furnished the military forces from United States refineries.

The oil required to fill the tanks of a single battleship would heat the average home for twenty years.

Oil products, in weight, make up 65 per cent of all overseas military shipments. In bulk, oil approximates sixteen times the food shipped.

United States forces require nearly twice as many tons of oil as of arms and armament, ammunition, battle equipment, food, and all other supplies.

Seventy-five per cent of all refining of petroleum products in the allied nations is done in the United States.

As an example of military use, 1,300,000 gallons of gasoline were needed to power the 35,000 vehicles employed along a 10-mile front on the Rhine.—Motor News.

May 1—No riots, no flowers, nothing but rain.
May 2—The new bottle shop warehouse is coming along as well as can be expected.
May 3—Carl Theede gets an invitation for some training in the Army.
May 4—Charlie Bedoe seems to do all the work after 11 p. m.
May 5—Joe Takacs is now at Ft. Benning in the paratrooper school. Good landings, Joe.
May 6—Joe Farkas is between the Army and the Merchant Marines.
May 7—The welcome mat is out for Ken Pool from the Schick Beverage Co., Elgin, Ill.
May 8—Has anyone heard from Pearl Eby?
May 9—Mike Granat is letting out his lines to the neighboring county of Elkhart.
May 10—"Cy" Jagodits claims the house will be painted by Christmas.
May 11—Alva Helmick and Charlie Lawson are holding up well on their long tricks.
May 12—Gasper Signorino paid us a visit and he sure gets around on those G. I. crutches.
May 13—Virgil Nelson is waiting for the wind to return and blow his hen house back together.
May 14—Why do they call Joe Wenscits $2.00 Joe?
May 15—Florence Hamilton is going to the Kentucky Derby if she can jump the stumps.
May 16—Charlie Haney looking for cigarettes, but no butts.
May 17—The gang of tonk players have moved to the paint shed.
May 18—Since Alex O'Shinski is on the wagon he eats more than Louie Goldberg.
May 19—We wonder how the new contract is coming along?
May 20—Tom Jeanneret wins a fishing reel.
May 21—When the morning light hits Marshall Rodney he blinks like an owl. That night shift will get you, Rodney.
May 22—George Irons is going into the butchering business as soon as the new teeth will permit.
May 23—Chet LaPierre should look over the Rathskellar once in a while. (No changes, Chet.)
May 24—Steve Weiger and Matt Steinhofer like the big waves of Lake Michigan that crack over the pier when they want to fish.
May 25—Anyone wanting to buy a house see Geo. Popp, as he is in the wrecking business, too.
May 26—Why did Joe Farkas and Steve Weiger walk out of the kitchen at the fish fry?
May 27—Do you have any empty cases at home? Please call "Bottles" Wisler.
May 28—Bill Raih is getting to be quite the handy man around the home. Look at the scars on his hands for proof.
May 29—Everyone off to the big bond show at Notre Dame.
May 30—Very hard to keep track of the dealers who got those 30-day permits in Indiana.
May 31—The last day of this month, so get some more War Bonds in the Mighty Seventh and keep them.

UNION FURNITURE MOVERS WIN CONCESSIONS

TRUCKING COMMISSION APPROVAL MEANS CITY-WIDE ORGANIZATION

(Continued from page 1)
Young and Elmo Walters, of Local 193.

As a result of the agreement, a number of household movers previously unaffiliated with the union have applied for membership in Local 193, and indications are that the moving industry in Indianapolis will be 100 per cent organized within the next few months.

Frank Friel said:

"I want to thank all members of Local 193 who cooperated in the strike and made it possible to obtain the concessions we won, and also to organize the non-union companies."

Signing of the agreement followed a strike, voted May 21 by the entire union membership and called three days later, after efforts at conciliation had proved unavailing.

Companies involved included the following:

Hogan Transfer and Storage Corp., J. H. Taylor Transfer and Storage Co., Perry O. Rhoades Co., Rosner Transfer and Storage Co., T. E. Mockford Transfer and Storage Co., Bivin Transfer Co., Shank Fireproof Warehouse Co., the Shellhouse Fireproof Warehouse Co. and Northside Transfer Co.

Herzog Appointed Chairman of NLRB

An era of decreasing labor representation controversies was foreseen as the result of the appointment by President Truman of Paul M. Herzog to be chairman of the National Labor Relations Board in Washington.

Mr. Herzog succeeds H. A. Millis, who resigned after the American Federation of Labor had served public notice that it would oppose his reappointment.

While he has served with the U. S. Navy for the past two years, Mr. Herzog formerly was a member of the New York State Labor Relations Board where his record was highly regarded by Labor and where he succeeded in avoiding conflicts between AFL and CIO unions.

It must be remembered, however, that the law governing the New York State Labor Relations Board specifically provides that the workers themselves shall decide which collective bargaining unit they wish to be included in, thereby reducing the area of controversy.

The National Labor Relations Board, in the past, has assumed the discretionary authority to make such decisions itself and as a result has become involved in bitter conflicts between AFL and CIO unions.

Because of his successful experience under the New York State law, it is expected that the new NLRB chairman may seek to follow a similar course in his new job. At the same time, AFL leaders indicated they would continue efforts to have the National Labor Relations Act amended so as to conform with the much more practical provisions of the New York law.

Mr. Herzog was born in New York 39 years ago. He was graduated from Harvard College in 1927 and from the Columbia Law School in 1936. He was an instructor in government and economics at the University of Wisconsin and at Harvard, 1928-31.

He was assistant to the secretary of the original National Labor Board 1933-35 and served on the New York Labor Board, 1937-44, resigning to enter the Navy, in which he is now a lieutenant in the labor division. He will be released to take his new post.

UNION-MADE BOMBS RAZE JAPANESE CITIES

WASHINGTON, D. C.—Around 100,000 workers are engaged in making the new "Goop" and other fire-bearing bombs which are credited with dropping more devastation on Japan than even bombed-out German cities felt, according to Army Chemical Warfare Service. The roll of workers includes members of numerous unions at Army Ordnance plants, as well as AFL members at Bade-Cummins Company, Louisville, and the Lonergan Company, Albion, Mich.

Florida Anti-Labor Act Is Outlawed By Supreme Court

WASHINGTON, D. C.—The Supreme Court invalidated as an interference with the National Labor Relations Act a Florida law requiring the licensing of union business agents and providing also for the registration of unions.

The majority opinion was regarded as supplementing and strengthening a recent decision invalidating the licensing provisions required of business agents by the state of Texas.

The Florida case involved Leo B. Hill, business agent of Local 234 of the United Association of Journeymen Plumbers and Steamfitters, AF of L. The State Supreme Court had affirmed an injunction forbidding the local from functioning as a labor union and Mr. Hill from acting as business agent until they had complied with the Florida act.

Unfair to BA's

Justice Black held that the purpose of the Wagner Act was to encourage collective bargaining and to protect the "full freedom" of workers to choose their own bargaining agents.

Congress had made it illegal for an employer to interfere with employes in their choice of bargaining representatives, he stated, and had "attached no conditions whatsoever to their freedom of choice in this respect." For this reason he held that Section 4 of the Florida law, setting qualifications for business agents, circumscribed their "full freedom."

Citing further the provisions for a license fee and for scrutiny of an application by a state board, the majority ruled that to the extent that the section "limits a union's choice of such an 'agent' or bargaining representative, it substitutes Florida's judgment for the workers' judgment."

Although Section 6 of the Florida act, setting a $1 license fee and requiring certain information, was found in itself not to conflict with the Wagner Act, the majority pointed out that for failure to comply with it the union had been enjoined from acting as a union.

In conclusion, the majority declared that the Wagner Act and Sections 4 and 6 of the Florida law could not "move freely within the orbit of their respective purposes without infringing upon one another."

Refuses Alabama Case

In a unanimous opinion, written by Chief Justice Stone, the court declined to rule on the validity of an Alabama law forbidding unions to collect money as "a work permit" or as "a condition for the privilege to work."

A writ of certiorari was dismissed and a declaratory judgment refused on the ground that the law had not been applied or threatened to be applied.

Schwellenbach Is New Labor Commissioner

L. B. SCHWELLENBACH

WASHINGTON, D.C.—Lewis B. Schwellenbach will take office July 1 as Secretary of Labor, succeeding Miss Frances M. Perkins, who had served in the position for more than 12 years.

In making the appointment, President Truman directed the new secretary to consolidate within the Department of Labor all functions now scattered among a large number of federal agencies.

At the time of his appointment Mr. Schwellenbach was a Federal District Judge in the State of Washington; previously he was a United States Senator from that district, and before entering national politics had been counsel for a number of AFL unions on the West Coast.

In contrast with labor's persistent and continuous dissatisfaction with Miss Perkins, AFL President William Green immediately hailed Schwellenbach's appointment.

He said that Schwellenbach's record in the Senate was "excellent," promised to cooperate with him "as fully and completely as possible" and supported the projected reorganization of the Department of Labor, one of the AFL's long-standing aims.

In addition, Mr. Green suggested that the new Secretary set up an advisory committee so that organized labor leaders can help him develop a stronger and more efficient department which can offer wider service to the nation's workers.

Besides embracing independent Federal agencies now dealing with labor problems, it is expected that the reorganized Department of Labor will also take over the War Manpower Commission.

These steps are preliminary to the establishment of a clear and consistent national labor policy which will be followed by all Federal labor agencies, thus ending the confusion of the past few years.

The AFL has repeatedly made such recommendations and President Truman did likewise while serving as chairman of the Senate War Investigating Committee.

Miss Perkins has sought to resign her post for a long time, even while Roosevelt was alive, but her retirement was postponed because no suitable successor could be found. President Truman said he had received a very fine letter from her and had sent her a good one, too.

Schwellenbach, known as a liberal and progressive, handled a large number of legal cases for labor unions on the West Coast and is familiar with labor's basic problems. His voting record in the Senate was considered unusually good. He became a personal friend of Truman's when both were freshmen Senators and rumors of his appointment to a Cabinet position have been current in Washington for the past month.

TRUMAN PROMISES AFL LEADER TO CONSIDER 20% WAGE BOOST

WASHINGTON, D. C.—President Truman has promised prompt consideration of AFL President William Green's request for immediate increases in wage rates to make up for loss of overtime and to maintain the purchasing power of American workers.

At a White House conference, Mr. Green told the President that the Little Steel formula must be modified to permit an additional 20 per cent boost in wage rates.

Contrary to newspaper reports to the effect that President Truman had rejected this demand, the Chief Executive made it clear that he was gravely concerned about the danger of sharp reduction of wage earnings during the reconversion period and would investigate the problem thoroughly before acting.

Up to New Secretary

It is expected that he will assign the job of working out a solution to the new Secretary of Labor, Lewis B. Schwellenbach, who takes office July 1.

Mr. Green presented a formal petition on the wage issue to the President and emphasized:

1—That wage rates can be increased without bringing about inflation because the higher rates would only make up to workers the income they are losing due to the loss of overtime pay.

2—That payment of higher wage rates need not force higher prices for products because of the tremendously increased productivity of labor and because employers can therefore afford to pay their workers more.

In his petition to the President, Mr. Green said:

Restore Bargaining

"We ask for the immediate restoration of collective bargaining within the present price structure. We recognize the necessity of continuing price control while civilian supplies are scarce.

"The restoration of collective bargaining within this range would permit workers to regain at least the losses in the buying power of straight-time hourly earnings.

"An immediate wage increase of approximately 11 percent is due workers, so that their spendable incomes will not be reduced by the price increases which have occurred since May 1942. This will overcome the injustice due to the Little Steel formula.

Eliminate Restrictions

"Whenever existing low wages cause manpower bottlenecks as for textiles, lumber and soil pipe, then the necessary wage increases should be negotiated and submitted to the National War Labor Board for approval and recommendation for price adjustment if necessary. A 72 cent minimum is necessary. This change in wage policy together with the removal of manpower restrictions, would eliminate the major reasons for manpower shortages. Restrictive controls are detrimental to an expanding economy.

"As soon as reconversion gets under way, wages must rise further so that the total increase will amount to 20 per cent to compensate for the loss of overtime and create adequate buying power.

"We appeal to you because only the President can free us from the grip of the Little Steel formula."

In discussing the problems of reconversion, Mr. Green told the President that the purchasing power of the nation's workers is the key toward expanding civilian economy before the defeat of Japan. He continued:

"Pressure of buying power is in proportion to continuity of current income, assured by availability of jobs as well as the level of current earnings.

"In the last analysis wage rates are the prime factor in determining the level of national income.

"The task of providing employment for all workers in the United States, seeking an opportunity to earn a living, is one of the greatest our country faces after the war. Full employment is impossible unless consumers have enough buying power to create a market for the goods and services our industries will produce at full employment levels. The consumers market depends more heavily on workers' buying power than that of any other group, for workers buy 75 per cent of all consumer products. May I repeat the wage rate is the key to workers' incomes. Our estimates based on U. S. Commerce Department figures, show that workers' buying at present wage levels will fall short by $13 billion of the amount needed to create an adequate consumer market."

VINCENNES LOCAL 417 REPORTING

By STANLEY CRAWFORD

Brother Maurice Bell, who was recently discharged from the army, is back on the job at the Tip Top Creamery.

Wish to advise our members in Flora, Ill., and Washington, Ind., who are employed by the Ebner Ice Co., that negotiations for your new contract is coming along nicely and will probably be concluded and ready for the W. L. B. soon.

Our City Freight Agreement, which was recently approved by the W. L. B., has been signed by all companies affected and all have paid the back pay, except Hayes and Hancock. These two companies will be requested to issue their back pay checks as soon as possible.

Wish to announce that all of the Armour Trucking drivers have become members of the Union and we are working on a contract to cover them. Let's all congratulate these drivers for becoming affiliated.

Pomeroy Manufacturing Co. of Vincennes has signed the over-the-road contract to cover their over-the-road drivers.

A. E. Fossemeyer has signed the over-the-road contract and is now pulling for Hayes and Motor Freight.

Brother Lynus Cofer has accepted a position with Bituminous Materials Co. of Lawrenceville, Ill.

Arrangements are being made to hold one meeting each month in Washington, Ind., and Flora, Ill.

Any of our members in contact with the Girton Bros. Co. are urged to ask these drivers to become members of the union.

Brother Pat Hess, of Fort Wayne, is a candidate for the office of Second Vice-President on the Executive Board of the Indiana State Federation of Labor. Let's all get behind Pat and put him over.

Any member who does not receive the Indiana Teamster Paper or the International Magazine, please notify the office and you will be taken care of.

Children at Work

Three million boys and girls, or almost one-third of the nation's population between the ages of 14 and 17, are now employed, Arthur J. White, regional director of the wage and hour and public contracts division of the United States Department of Labor, has reported.